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## POSTWAR DEVELOPMENT OF THE YUGOSLAV MERCHANT MARINE

'According to a speech by Vicko Kratulovic, Yugoslav Minister of Navigation, before the Poople's Skupstina, the Tugoslav merchant marine had 33 steamabips, with a gross registered tomage of 64,176 tons, at the end of 1945, or only 16 percent of its prewar tomage. The remainder of the Yugoslav transpeant of fleet was at the disposal of the British Admiralty at that time. The wharves in the principal harbors, Rijska, Sueak, Bakar, Sibenik, Split, Ploce, Dubrownik, Zelenika, and Par, were 79 percent uselses, while the most important Yugoslar harbor, Rijeka-Susak, was 100 percent destroyed. A total of 103 Yugoslav ports of various sizes were destroyed during World War II.

By the end of 1946, when the Yugoslav fleet had been returned by the British, and Ingoelav shippards had resumed production, there were in Ingoslavia 109 steamships with a gross registered tomage of 135,000 tons, or about 34 percent of the preser figure. By the and of 1946, an additional 2,400 meters of wherees for long-distance navigation and 2,290 meters for local navigation had been repaired. In other words, 25 percent more wharves had been made ready for transcessmic ships.

From 1945 to the end of 1946, about 40 percent of the sunken equipment in Yugoslav waters was salvaged, and 31 percent of the sunken steamers were raised. Before World War II, such work had been done exclusively by foreign enterprises.

By the end of 1948, the merchant marine had reached 46 percent of its prewar tonnage, or about 180,000 gross registered tons, through production in Ingoslav shippards, treceipt of ships as reparations, and partial repairs done abroad. Tugoslav shipvards have restored, built, or done large-scale remain work on practically the entire merchant marine and have completely restored the other harbor facilities. Their most spectacular task was the raising and restoration of a 7,000-ton dock in Split. They have restored or built 81 percent of the present merchant fleet.

During 1947 and 1948, harbor facilities for long-distance ships in the principal ports were extended by an additional 2,382 meters, and in local harbors by 1,527 meters, with a loading capacity of about 1,600,000 tons per year in the principal ports. Particular attention was paid to mechanization of

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the ports, and to the installation of crimes and other loading equipment, so that the present status of mechanization is close to prewar status. During this period, efforts were consentrated particularly on the restoration of the whates at Rijcka-Surat, which by 1948 was again in a position to meet the great demands of Yugorlay foreign trade.

The number of cranes in Yugoslav harbors in 1948 was about 30 percent greater than in 1947.

During 1948, 670 meters of operational wharf were restored in principal with a for long-distance shipping an 760 meters in local harbors for local shipping.

Technical navigation facilities have increased by an average of 4.5 times since before World War II. Hinety-five percent of harbor lighting has been restored, auxiliary harbor craft have been put into service, shore radiotelegreph-telephone stations have been installed, and harbor pilotage has been resumed. The navigational security system is far superior to that of prewer two slavia.

Passenger transport alone along the Yugoslav coast and among the island is three times greater than before the war, although the present passenger fleet has only 50 percent of its prewar capacity.

The Yugoslav mer hant marine has established a monopoly on its 10 day regular cargo line to the countries of the Near Rast, its 15-day regular line to Israel, its 15-day cargo line to Turkey, its 20-day regular cargo line to England, the Netherlands, and Belgium, its 2-month regular passenger cargo line to the United States and Canada, and its 2-month passenger line to South America.

In addition, the Iugoslav merchant marine has regular traiscoeanic connections with the USBR and with other countries that export goods needed for the fulfillment of the Iugoslav Five-Year Plan.

As a result of its monopoly of line navigation and of its practice of hiring foreign tennage to supplement its own, which come electrical enterprises to ship their goods in Yugoslav bottoms or in ships leased by Yugoslavia, the Yugoslav merchant marine has achieved great savings in foreign exchange. In 1947, the merchant marine saved 599,348 pounds sterling and 818,786 deliverational follows, and in 1948 saved about 1,600,000 pounds and 1,000,000 deliars, ar increase of 138 percent over 1947, totalling about 385 million dinars, whereas in 1948 Yugoslavia spent about 370 million lira, 700,000 pounds sterling, a million deliars, and other foreign surrency, totalling about 260 million dinars, to hire foreign tennage.

The investment plan for 1949 calls for an increase in gross registered tommage of 15 percent over 1948, particularly in cargo liners and passenger ships; for further restoration and construction of operational whereas to increase capacity by 200 percent over 1948; for restoration and construction of harter warehouses; for building three new grain elevators in main harbors; for restoring damaged whereas of local significance; and for increasing harbor mechanization by 50 percent of its present capacity.

Housing and transient quarters for harbor workers are to be built in Bijeks, Sibenik, Split, Ploce, and Dubrovnik.

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